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COUNTRY Germany (Russian Zone)
 SUBJECT The Berlin Railroad By-Pass

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SUPPLEMENT TO REPORT NO.

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1. The newly completed 50 km single-track section Oranienburg-Karow-Oberschönnewalde-Marzahn is able to carry twenty-four trains daily in each direction. The turn-table at Oranienburg is only sixteen meters in diameter and constitutes the weakest point on this line. It cannot be used by the heaviest type of locomotive.
2. The bridges on this section are designed to carry a maximum axle load of twenty tons.
3. Very heavy S.49 type rails, in 30 meter lengths, are used. They are joined by fish plates, and consist partly of new rails and partly of old rails welded together. They are badly worn away in the vicinity of Karow station. Breaks are occurring at the average rate of twelve per week between Karow and Springpfuhl.
4. In the event that traffic on this freight line is disrupted, trains coming from the north can be diverted via Löwenberg-Neuruppin-Neustadt. This stretch of line is single-track, and can carry twenty-four trains in each direction daily. Löwenberg station has sidings for five full-length trains, and trains can be assembled at the Fürstenberg and Neustrelitz stations. All other stations on this northern approach line, with the exception of Gransee, are of little importance, as they lack sidings. The Gransee station has sidings sufficient for two full-length trains.

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